

The Hong Kong Daily Press.

No. 8883 號三十八百八十八第

日七月五日二十光

HONGKONG, FRIDAY, JUNE 18th, 1886.

五月八日英港六號

PRICE \$2¹ PER MONTH.

SHIPPING.

ARRIVALS.

June 17. FUSHUN, Chinese str., 1,504. Cross, Whampoa 17th June, General—C. M. S. N. Co.

June 17. HANGCHOW, British str., 966. Robinson, Wuhu 12th June, Rice.—BUTTERFIELD & SWINE.

June 17. ODESSA, British steamer, 1,023. J. Hutchinson, Liverpool 1st May, and Singapore 11th June, General—BUTTERFIELD & SWINE.

June 17. G. C. TOWNS, American bark, 1,339. R. G. Delane, Newcastle (N.S.W.) 21st April, Coal—ED. SCHELLHAS & Co.

June 17. NINOSHIMA, British steamer, 761. Wm. Potts, Shanghai 13th June, General—SHEMSEEN & Co.

June 17. ATHENI, British steamer, 950. Coulter, Bangkok via Singapore 10th June, Rice—BUN HIN CHAN.

June 17. IMPORTER, American barque, 1,207. Bassels, New York 9th February, Petroleum—MELCHERS & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

17th JUNE.

T'ILLION, British str., for Nagasaki.

ORESIS, British str., for Amoy.

RIBBLE SIMPSON, British bark, for Bangkok.

YANKEE, British str., for Shanghai.

DEPARTURES.

June 17. FOOKSANG, British steamer, for Whampoa.

June 17. YANGTSE, British str., for Shanghai.

June 17. TANTALON, British str., for Nagasaki.

June 17. VERONA, British str., for Europe.

June 17. F. H. DREWS, German bark, for San-dakan.

June 17. MADRAS, British str., for Nagasaki.

June 17. ANION, German str., for Manila.

June 17. HANGCHOW, British str., for Whampoa.

June 17. MCBETH, British str., for Australia.

PASSENGERS.

ARRIVED.

For Ningpo, str., from Shantung—2 Chinese.

For HANGCHOW, str., from Wuhu—3 Chinese.

For Atholl, str., from Rangoon—29 Chinese.

For Oresis, str., from Liverpool—Miss Gall, Mrs. Saunders, Mr. and Mrs. Waddell and 3 children, Mr. Hall and 14 Chinese, from Singapore.

DEPARTED.

For McBeth, str., for Australia—Mr. and Mrs. Smith, Mr. Nicol and 21 Chinese.

For Singapore, str., from Liverpool—For Singapore—Messrs. A. Henderson, Sneyl, James, and Hui Shui Shan.

For Marcella—Miss Verwoerd.

For London—Hargrave, Major and Mrs. Turner and 2 children, Lieut.-Col. G. C. Murray, Rev. and Mrs. Watson and family, Mr. and Mrs. Goo, Ingram, Commander H. N. Alvey, R. N. Messrs. L. Sturt, J. Cassell, F. H. Hoskin, H. J. Bosan, Miss M. Arnold, and Miss L. Arnold, F. and W. Stow, Miss G. S. ———, Messrs. G. McLean and W. Scott, and 1 Chinese. For Calcutta—Messrs. K. Hino and Futaguchi.

TO DEPART.

For Thibet, str., from Hongkong—for Yoko-hama—Lieut.-Col. Ellis, Lieut.-Col. Barker, and Mr. E. M. Sato, C.M.G. From London—Rev. Mr. Foss's 2 native servants.

REPORTS.

The British steamer Oresis, from Liverpool 1st May, and Singapore 11th June, reports had fine weather throughout.

The British steamer Atholl, from Rangoon via Singapore 10th June, reports strong N.E. winds with high sea to the Paracels; thence light variable breeze to port.

The Brit. steamer HANGCHOW from Whampoa 12th June, reports strong N.E. breeze and dull, cloudy weather with rain to Turnabout; thence fair, clear and pleasant weather.

The American bark G. C. TOWNS, from New-castle (N.S.W.) 21st April, reports light baffling winds and rains throughout the voyage. On the 14th June had heavy gale from N.E. with tremendous seas.

British steamer Ningpo, from Shanghai 13th June, reports first part strong variable winds and rain to the Paracels; thence had strong N.E. winds and sea and thick with rain with heavy seas to all appearance bad weather coming on; put into Bullock Harbour for shelter. On the 14th Bar. 29.68. At 8 a.m., on the 15th weighed and proceeded; had light variable winds and fine weather to port.

SHANGHAI SHIPPING.

June—ARRIVALS.

6. Fung-shun, Chinese str., from Tientsin.

6. Ichang, British str., from Ningpo.

6. Fushun, Chinese str., from Amoy.

6. Nanking, British str., from Hankow.

6. Shantung, British str., from Hankow.

6. Foochow, Chinese str., from Foochow.

6. T'ienan, Chinese str., from Swatow.

6. Ningpo, Chinese str., from Ningpo.

6. Yehsin, Chinese str., from Swatow.

6. Loochow, Chinese str., from Amoy.

6. Amoy, British str., from New York.

6. Hove, German str., from Korea.

6. Hidemitsu Maru, Jap. str., from K'antzu.

6. Ichang, British str., from Ningpo.

6. Fushun, British str., from Hongkong.

6. Victoria, British str., from Hongkong.

6. Ingoo, German str., from Nagasaki.

6. Meridian, Siamese str., from Bangkok.

6. Yangtse, British str., for Hongkong.

6. Swallow, British str., for Swatow.

6. Wancho, British str., for Chefoo.

6. Wm. B. British str., for Hankow.

7. Ch'ien-ting, Chinese str., for Tientsin.

7. Ichang, British str., for Ningpo.

7. Ch'ien-ting, Chinese str., for Tientsin.

7. Kiang-ting, British str., for Chinkiang.

7. Foochow, British str., for Foochow.

7. T'ienan, Chinese str., for Tientsin.

7. Ichang, Chinese str., for Ningpo.

7. Yokohama Maru, Jap. str., for Nagasaki.

7. T'ienan, British str., for Chinkiang.

7. S'oo-pan, British str., for Amoy.

7. Nanking, British str., for Hankow.

7. Foochow, Chinese str., for Ningpo.

7. Wancho, British str., for Hankow.

7. Ichang, British str., for Ningpo.

7. Ichang, British str., for Tientsin.

7. Ichang, British str., for Ningpo.

NOW ON SALE.

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Daily Press Office, January 1883.

INTIMATION.

SILICATE D
CARBON FILTERS
WITH MOBILE BLOCKS

FOR

PURIFYING DRINKING WATER.

A Shipment of these Filters in three useful
sizes has just been received by the Underwriters.

A. S. WATSON & CO.,
L. I. M. I. T. D.THE HONGKONG DISPENSARY.
Hongkong, 1st May, 1886.

ly of opinion that the Yangtze is the most important trade route for Yunnan, but he agrees with Mr. Colquhoun that "the configuration of Yunnan is such that no single route can reach or 'tap' the whole trade of the province." To propose one route for the whole country is like advocating some quack medicine for a patient who lies ill with half-a-dozen ailments." Notwithstanding the competition of the Song-kai, and the much more formidable competition of the Yangtze, there is ample room for trade by the West River, which, as Mr. Hossz says, is navigated close to the south-eastern frontier of Yunnan and is a very important trade highway to Southern and Eastern Yunnan and feeds a district which could only be imperfectly served by any of the other routes. It behoves the merchants having interests in the south of China, therefore, to continue the agitation both for the opening of the West River to steam navigation and the strict enforcement of the transit passes. Mr. Hossz in his paper speaks of the great development of trade by the Yangtze which followed on the adoption of improved rules for the issue of transit passes. In the Canton Customs returns the table headed "Transit Trade" is entered "nil." The fiscal system of Kwangtung is certainly not such as to render the transit pass less necessary for the protection of foreign goods than it has been found to be in other parts of the empire.

Mr. E. R. S. Synder, R.N., paymaster, was appointed on the 7th May to the *Thaïta*, and to the *Opal*, when recommissioned.

The steamers *Glencole* and *Kaisow*, with the first tea from Hankow, have passed through the Suez Canal, the former on the 11th and the latter on the 15th inst. The *Glencole* left Singapore 144 hours in advance of the arrival of the *Kaisow*, and an informant proved the tea to be of the best quality, and that there was no tea in the ship.

The *Kaisow* says that the passage from the Consulate to the wharf at Tung-ting Pao-ku was very long, and was attended by all the members of the Celestial Reasoning Association and many other friends of the Consul. The grand procession will be in Canton, as there all the relatives of the deceased reside.

It is reported (says the *Times of India*) that the British steamer *Adriatic* has been lost near Zanzibar, on her voyage to that port from Hongkong. She left Bombay on the 22nd April, for Mauritius and Zanzibar with a general cargo for both islands, that for the latter consisting of about 800 packages of piece-goods and yarn, 2,400 bags rice, 250 bags cotton and other produce.

The *Adriatic* was owned by Messrs. H. & J. Hales and H. & J. Hales Ltd., of Bombay. Formerly she was the property of the P. & O. Company, but she was sold a few years ago to these Chinese gentlemen. At one time she was running between Bombay and Hongkong as a cargo steamer.

If one of the objects of Mr. Colman Macaulay's Mission to Tibet is to develop our trade with that country, there are reasonable grounds for hoping, says the *Laborer*, that the enterprise will in this respect be successful. At present Indian trade with Tibet is infinitesimally small. The imports from Tibet to British India, registered during the year ending January 31st, last, amounted to 1,000 packages, worth £1,000, in value, to less than 7 lakhs; while the total exports amounted to less than 24 lakhs.

The Punjab imported rather over 3 lakhs worth of merchandise from Tibet during the two months, including over 13 lakhs of raw wool. During the same period, the exports reported only Rs. 21,763 worth of merchandise, in the shape of cotton piece-goods, wheat and rice, brass and copper; and, in smaller quantities, a few other wares.

There is another case now before the Police Court in connection with the late disturbances in addition to those we have already noticed. This is a case against a trader named Ho, who is a native of Yunnan, the only two that are navigable into Yunnan are the Sowki and the Yangtze, with its tributary the Tukuan, and these not without some difficulty. Here, then, we have two water routes into Yunnan, one in the south and the other in the north. But the West River is navigated partly within our Indian Empire, has attracted no little attention and raised considerable expectations for British trade. It is, indeed, a pity that these expectations are doomed to disappointment. The total import and export trade by this route three years ago did not exceed half a million sterling. I entered very minutely into the question of this trade when I visited the Tali Fu in 1883, and I can speak with some confidence of the area which this route supplies. Tali Fu and Pao-ku Tung form its eastern and southern boundary respectively, and it is from it that the Ta-ping Valley draws its requirements. The country east of Tali Fu is supplied from Yunnan Fu, the capital of the province, which again draws both from Canton by the West River and from Shanghai by the Yangtze. The difficulties of the Burma route are so great that no great improvement is possible, and no great development of trade can result.

Mr. Hossz's pessimistic view of the Burma route is hardly justified. The fact that the total import and export trade by this route three years ago did not exceed half a million sterling, I entered very minutely into the question of this trade when I visited the Tali Fu in 1883, and I can speak with some confidence of the area which this route supplies. Tali Fu and Pao-ku Tung form its eastern and southern boundary respectively, and it is from it that the Ta-ping Valley draws its requirements. The country east of Tali Fu is supplied from Yunnan Fu, the capital of the province, which again draws both from Canton by the West River and from Shanghai by the Yangtze. The difficulties of the Burma route are so great that no great improvement is possible, and no great development of trade can result.

The London Daily News says—It may be difficult to understand, but there appears to be little room for doubt that this depression in silver and the Eastern exchanges is due to the activity in Manchester of export trade to the East.

Reduced to its lowest terms, the position is that we are receiving cotton goods in silver, notwithstanding the low-value of the rupee, which shippers to India are paid, the demand for cotton goods on that account has been reduced, and the importers of Lancashire have obtained credits which will keep them busy for six months at least.

But, in their anxiety to secure themselves against a further fall in the rupee, the shippers of cotton are forcing their silver on the Indian banks long before it is payable—the effect is that rupees are offered, and the sterling rate per rupee declines as heavily as it silver was actually weighing on the market. A distinct reaction appears likely sooner or later.

Dali advised to the 5th June (says the *Stratford Times*) report an invasion of Yunnan by Achin bands, which has been so far successful that the Shanghai Jia-pan estate belonging to the *Shanghai Jia-pan* was taken by the Achin, and a military station, shore, of whom two were killed and one wounded. One European Assistant was killed, and another wounded. Reinforcements were being sent to the seat of disturbance. Communication by sea to the invaded districts is impossible from the three steam launches which used to go on the coast being laid up awaiting repairs to the bottoms of their machines, at a port in the Bay of Bengal, and have been taken up by the Achin on several occasions. The situation is the more critical from the lack of available troops and the untrustworthiness of the Malay inhabitants, who cannot be relied upon to make head against the Achin, the mere approach of whom has proved sufficient to paralyse all their energies.

These organs of the Russian Press which last year always displayed an anti-English feeling have suddenly found a new theme for heated articles in a communication recently made to the *Neue Zeit* by its Samarend correspondence. This correspondent says that Russia has good reason for pushing forward her influence in Central Asia, and that, with the *Chinese* Railway, England, France and Germany are combining to oppose her.

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EXTRACT.

THE SEXES.

It appears from published statistics of the world's population that women have a greater tenacity of life than men. Nature worships the female in all its varieties. Among insects the male perishes at a relatively earlier period. It plants the female blossoms die earliest, and are produced in the weaker limbs. Female vapors have more endurance than males. In the human race, despite the intellectual and physical strength of the man, the woman endures longest, and will bear pain to which the strong man succumbs. Zymotic diseases are more fatal to males, and more male children than females. Diverse aunts that the proportion dying suddenly is about twice what it is in men, 1,080 men in the United States, in 1870, committed suicide to 255 women. Intercooperative apoplexy, gout, hydrocephalus, affection of the heart or liver, scrofula, paralysis, prefer more fatal to males than females. The human race, despite the strong man succumbs.

John La Touche, has, in English at all events, a virtual monopoly of the subject, and he deals with men and things in Portugal as one who both knows the country and loves it. He, and he only, could write as good a book about Portugal as his father-in-law, Mr. Ford, wrote about Spain—a work which the judicious traveler will value for its vigorous and picturesque description, though since it was written Spanish travel has completely changed its character. This cannot be said of Portugal, for the tourist is unknown there. In the last fortnight I did not see one. True that at Coimbra a party at the inn seemed at first as if they might be tourists. It turned out, however, that they were itinerant musicians, and the only other partaker at the table d'hôte was a young German bagman travelling as a pedlar, for which he lamented that the Oxford of Portugal was but an indifferent market. Leaving Vigo by train at 7 a.m., you get to the frontier in a couple of hours, and the anti-cholera quarantines had just been raised. The ill effect of it, however, remained, with the result that one small ferry boat carried across the Minho the whole number of passengers (six) with their luggage who went on that day from Vigo into Portugal. The Madrid papers have since announced that the first iron international bridge has been ceremoniously opened to traffic, so that we were about the last to cross by the picturesque ferry. You now enter the northern province of Portugal, called descriptively "Auto Donde Mihao," a region which, for the beauty of its scenery and the old-world prosperity of its tenning population of yesterdays, has certainly no rival in the Peninsula, and probably none in Europe. Perhaps there are a few countries as fertile, as well watered and well wooded, as North Portugal; but I certainly know none where the living things—the people and the cattle—look so happy and so sleek. The gaiety of female costume on market days is exceptional.

No village girl carries less than £3 or £4 worth of gold ornaments, chintsy necklaces and earrings, &c. &c. £30 worth is not unusual. Then the wooden shawls and patricians are not only bright in colour but often of good homespun, and at almost every cottage door Mr. Ruskin might behold the process of spinning, while within the stoutest cloth is being woven on the rudest possible loom. I have heard it prophesied that if a population of women is ever re-established in England a very short time will elapse before agricultural produce will be protected as in Portugal. Here maize is the staple crop, and if American corn were let in duty free, it is said that the yeomen whose happy lot I have been exuding would at once cease to thrive. They have, however, several strings to their bow. The vine flourishes here as well as the maize-plant; and the phylloxera which has done a much injury in France has caused a great development of vine-growing in Portugal. The annual export of port wine from Oporto to England is about 20,000 pipes. Some idea may be formed of the development of the trade to France when it is stated that the export of wine from Oporto to Bordeaux is about 200,000 pipes in a year. This wine is not port, but after judicious treatment in France it will appear on English tables as claret. The result of this activity of the wine trade has been great prosperity in North Portugal, so that at and about Oporto you hear of no distress; but, on the contrary, new houses are being built, and to the traveller from England and France the change is pleasant indeed.

It takes about four hours for a very leisurely train to cross the pleasant province of which I have been speaking from the Minho to the Douro, at Oporto you find in the first place a most excellent hotel with a Dutch manager, who means every want. At this with a smiling expression of rage and pain, "Whoo d'ye think this foot is anyway—an agricultural district?" When did you ever hear of a corn that reached from the heel to the knee? Which of your friends ever heard of a corn?" touched his foot carefully to the floor and eyed his wife narrowly to see if she noticed the expression of agony on his face. "If it acts what it must be a bunion!" exclaimed Mrs. Spooendyke triumphantly. "All you have got to do is to take your boots off and put on your slippers on." "What's it?" yelled Mr. Spooendyke, hauling off his shoe and firing it across the room. "When a man is dying of inflammatory rheumatism, it's only a bunion! You've got it! A pain that starts at the toe, runs to the back of the neck and lies in a hard knot over the spine is a bunion! Show me the bunion!" he continued, sticking his leg out straight and pointing his finger at the offending foot. "Take this digit in your little white hand and place it tenderly on the dodged bunion before I die and forget what killed me! Pick it out of the surrounding anatomy!" he yelled, wriggling his foot and bouncing up and down in his chair in a delirium of rage. "Punch the bunion from its mountain fastness on the head of Spooendyke and hold it up to the gaze of the same!" "Dose, it hurt?" commenced Mrs. Spooendyke soothingly. "Hurt!" roared Mr. Spooendyke, springing from his chair and dancing round the room like a疯子. "Of course it don't. It tickles. Hurt! It's a picnic! Say, my dear, and his voice was low and tender. "Say, my dear, instead of going in the country this summer we'll lay in a stock of busions and wear 'em around for our health and recreation!" Hurt!" he shrieked, bursting out in a new spot. "Hurt! It feels like a band of music. That's what it is, a bunion. So I think I have found out what the trouble is. It isn't a bunion after all. Here's a peg sticking out here about a quarter of an inch. If you will have that taken out, I don't believe you will suffer any more." Mr. Spooendyke jammed his hat over his eyes, shoved his feet into his slippers, grabbed the leather boot, and started for the door with a withering look at his wife as he went out. "I don't," murmured Mrs. Spooendyke, at the front door slammed viciously. "I don't care. If he has taken out his hat to admit that I was right, and if he doesn't, it will hurt him still. He does. I know which will be the worse for him, but he will have to do one or the other." And with the thought triumphant in her mind, Mrs. Spooendyke began to scare the flies out of one of the moon with a stick, wondering why a fly, when he has been half smashed against one window frame will insist on coming in at the other window to be smashed over again.

SPOOENDYKE'S SORE FOOT.

"My dear," whimpered Mr. Spooendyke, huddling into his wife's room and throwing himself into a chair, with a desolate expression of despair on his visage. "My dear, there is something the matter with my foot, and I can't make out what the trouble is." "I know!" exclaimed Mrs. Spooendyke, hugging over him with affectionate interest and solicitude. "I think it's rheumatism." "No, it isn't rheumatism, either!" growled Mr. Spooendyke. "It is something worse than rheumatism, and if it goes to my heart it may kill me!" "May be it's a stone bruise," suggested Mrs. Spooendyke, not realising that a great deal of the sentiment and most of the danger are taken out of a malady when it is definitely ascertained what the malady is. "All you want is some liniment, and you will be all right by to-morrow." "That's all you know about it," grunted Mr. Spooendyke, who was not to be put off with a small disaster as a stone bruise. "I tell you that I have some trouble with my foot that threatens my life, and you stand around there like a cork in a bottle, and talk about it as though I hadn't got one leg into my coffin as far as the hip. Here I am riding at death's door with a bad foot, and all the interest you have in the matter is to shoot off a vast amount of intelligence about stone bruises. 'Twill you it's something that ain't to be trifled with. Now, what you're going to do about it?" "Are you sure there isn't a corn?" queried Mrs. Spooendyke timidly.

"Sometimes corns hurt worse than anything else; but I never heard of people dying of them." "No, it isn't a corn!" bellowed Mr. Spooendyke, nursing his foot and glaring at his wife with a stinging expression of rage and pain. "Whoo d'ye think this foot is anyway—an agricultural district?" When did you ever hear of a corn that reached from the heel to the knee? Which of your friends ever heard of a corn?" touched his foot carefully to the floor and eyed his wife narrowly to see if she noticed the expression of agony on his face. "If it acts what it must be a bunion!" exclaimed Mrs. Spooendyke triumphantly. "All you have got to do is to take your boots off and put on your slippers on." "What's it?" yelled Mr. Spooendyke, hauling off his shoe and firing it across the room. "When a man is dying of inflammatory rheumatism, it's only a bunion! You've got it! A pain that starts at the toe, runs to the back of the neck and lies in a hard knot over the spine is a bunion! Show me the bunion!" he continued, sticking his leg out straight and pointing his finger at the offending foot. "Take this digit in your little white hand and place it tenderly on the dodged bunion before I die and forget what killed me! Pick it out of the surrounding anatomy!" he yelled, wriggling his foot and bouncing up and down in his chair in a delirium of rage. "Punch the bunion from its mountain fastness on the head of Spooendyke and hold it up to the gaze of the same!" "Dose, it hurt?" commenced Mrs. Spooendyke soothingly.

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A FORTNIGHT IN PORTUGAL.

I want to give you readers an idea of what can be done in a tour of a fortnight in little known Portugal. I say little known advisedly, for the "Murray" which deals with Portugal is eleven years old, entirely behind events, and ought to be re-edited if not rewritten at once. Imagine a guidebook which tells of Portugal and gives no map of Oporto or Coimbra! If only Mr. Murry would himself try a tour under its direction! If, however, there is "no good guide to the country, there are two capital books about it. Mr. Oswald Crawford, under his own name and the pseudonym of "Pall Mall Gazette,"

INSURANCES.

GENERAL LIFE AND FIRE ASSURANCE COMPANY.

The Undersigned, having been appointed Agents for the above Company, are invited to GRANT POLICIES against FIRE AND LIFE at Current Rates.

PUSTAU & CO.

Hongkong, 1st April, 1886.

1886.

SINGAPORE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SINGAPORE.

We are prepared to GRANT POLICIES against FIRE on usual Terms at Current Rates.

ALL CONTRIBUTORS OF BUSINESS WHETHER SHARERS OR NOT are entitled to Share the Bonus.

ADAMSON, BELL & CO.

Agents.

Hongkong, July 1886.

1127.

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned Agents for the above Company are prepared to ACCEPT RISKS on First-class GODOWANS & 1 per Cent. Net premium per annum.

NOTON & CO., Agents.

Hongkong, 26th May, 1886.

1128.

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1865.

The Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against FIRE on usual terms.

ARNHOLD, KARBERG & CO.

Hongkong, January, 1887.

1129.

THE LONDON ASSURANCE INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE THIRD A.D. 1730.

The Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLIDAY, WISE & CO.

Hongkong, 26th July, 1887.

1130.

PACIFIC MUTUAL LIFE INSURANCE COMPANY OF CALIFORNIA.

The Undersigned having been appointed Agents for the above Company are prepared to GRANT POLICIES to European and Chinese at Current Rates.

PUSTAU & CO., Agents.

Hongkong, 8th June, 1886.

1131.

FIRE INSURANCE COMPANY OF 1857 IN HAMBURG.

The Undersigned Agents of the above Company are prepared to ACCEPT RISKS on Current Rates.

PUSTAU & CO., Agents.

Hongkong, 18th January, 1884.

1132.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th November, 1872.

1133.

NOTICE.

THE CHINA FIRE INSURANCE COMPANY LIMITED.

We are prepared to ACCEPT FIRST-CLASS RISKS at 1 per Cent. per annum, and other Insurance Rates.

Agents at all the Trade Ports of China, and Japan, and at Singapore, Soolong, Penang, and the Philippines.

JAS. B. COUGHTRE, Secretary.

Hongkong, 27th March, 1882.

1134.

THE STRAITS INSURANCE COMPANY, LIMITED.

The Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & CO.

Hongkong, 5th November, 1883.

1135.

THE DUTCH FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at the following Rates:—

First-class European.

Tenements at 1 per Cent. per annum.

On First-class Godowns, & Merchandise stored at 1 per Cent. per annum.

On Coal at 1 per Cent. per annum.

On Petroleum at 1 per Cent. per annum.

On First-class Chances at 2 1/2 per Cent. per annum.

DOUGLASS LAPRAK & CO., Agents for Phoenix Fire Office.

Hongkong, 5th August, 1881.

1136.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

The Undersigned Agents for the above Company, are prepared to GRANT INSURANCES to the extent of £50,000, on first class risks at current rates.

MELCHERS & CO.

Hongkong, 27th March, 1876.

1137.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

The Undersigned Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & CO.

Hongkong, 1st January, 1883.

1138.

THE MAN OF INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED) £1,000,000.

BOARD OF DIRECTORS.

LUN SIN SIEU, Esq.

WONG CHONG PENG, Esq.

CHAN LI CHOW, Esq.

WOO LIN YUEN, Secretary.

HEAD OFFICE—No. 2 Queen's Road West, Hongkong, 14th March, 1881